

NEW ZEALAND MOTOR CYCLE NEWS

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VETERAN BIKIE SETS OFF ROUND THE WORLD

Instead of hanging round milk bars revving up their machines and generally making a nuisance of themselves, New Zealand's young motorcycle owners may soon be encouraged to travel overseas on their motorbikes.

This may be at the back of the mind of Mr Henry Sparrow, 61, of Ohaeawai, who is leaving on a six month, round the world tour on his 200cc Yamaha at the middle of next month.

Mr Sparrow, who is working at his son's radio and television repair service in Kaikohe, said the reason he was making the trip was because so little information on world travel was available to motorcyclists in New Zealand.

He will be making details of his journey available to such organisations as the A.A. so that other motorcyclists can travel across the world with the knowledge of what difficulties may lie ahead of them.

Mr Sparrow, who has been riding motorcycles for 45 years and who claims to be one of the world's first dirt and grass track racers, has been planning his trip for two years and says the biggest problem is obtaining third party insurance cover for the journey.

He said: "A New Zealand lad with a motorbike who wants to see the world is going to have a very difficult job if someone doesn't go and find out how to go about it first."

"As well as that it's time I had a holiday and this is one way of doing it," he added.

Mr Sparrow estimates the journey will involve about 20,000 miles of actual riding, though part of the reason he has chosen a smaller motorcycle is so he can put it on a train if he has to.

He emphasised that it was a holiday and not a race.

Though he has estimated six months for the trip he is not tied to time.

"If I was in a hurry I'd take a big bike — or fly," he said.

The cost of Mr Sparrow's holiday will be about \$1250 — including fares and petrol costs — assuming he pitches his tent at night and does not stay in hotels.

As well as his 150 lb self, Mr Sparrow will carry 50lb of gear with him, including camping equipment, first aid kit and spare parts for his machine.

Though he is still waiting for confirmation of bookings,

Mr Sparrow will leave Auckland for Australia and then travel through Ceylon, India, Pakistan, Iran, Turkey, Greece, Italy, France and Germany to England which is his homeland.

He will decide on the exact return route while in the U.K. but at the moment he plans to return to New Zealand through France, Spain, Portugal, across to Trinidad, Venezuela, Colombia, Panama, over to Japan, then to Australia and home again.

Born and raised in the Cockney part of London, Mr Sparrow served in World War II as a sergeant in charge of a heavy recovery section. His four years in the army was spent in training all over England and on the Continent from D Day onward.

His work involved the use

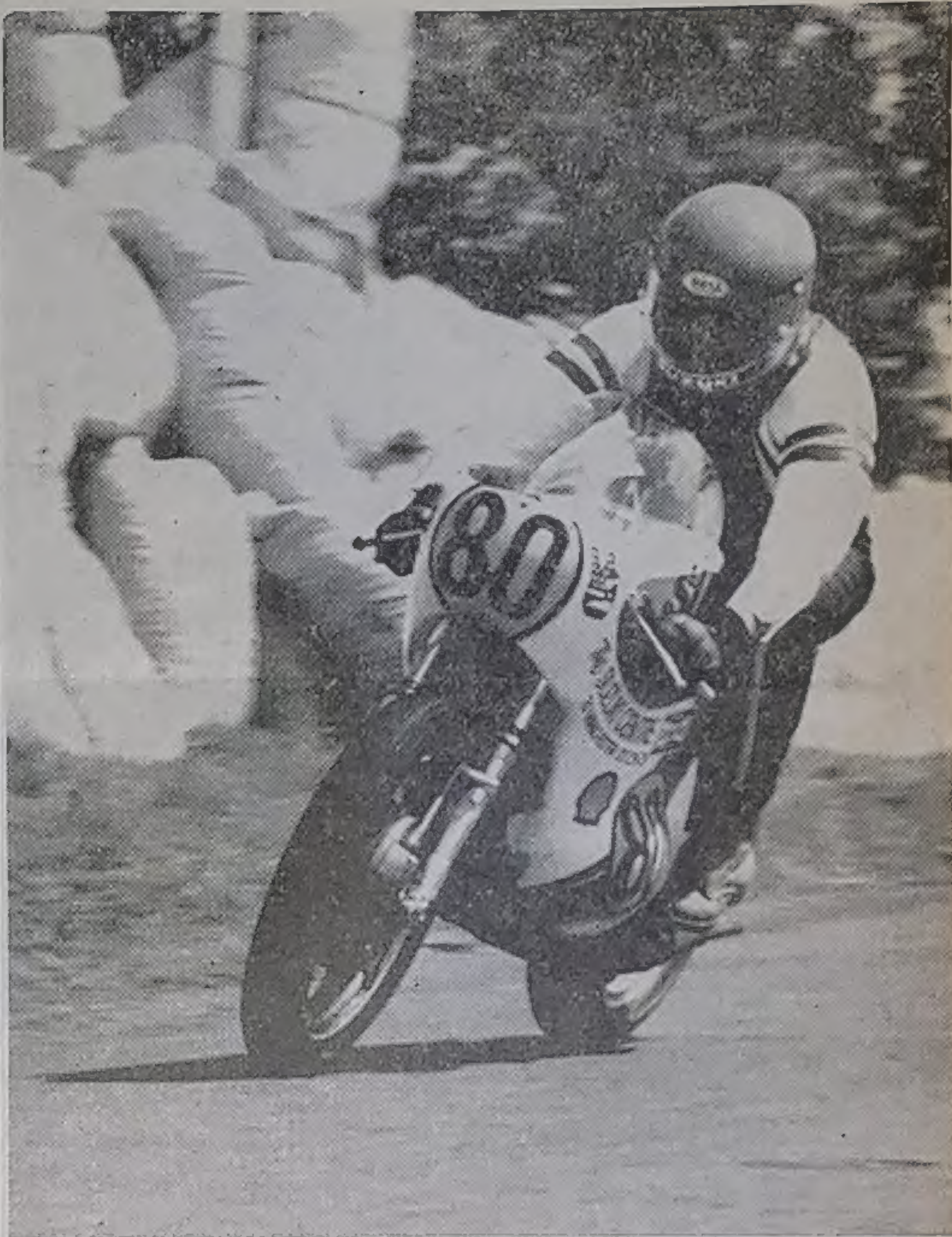
of a B.S.A. 500 and for his exploits Mr Sparrow received a mention in despatches and a personal certificate from Field Marshall Montgomery.

After the war Mr Sparrow went to Rhodesia as a diesel engineer to take charge of a workshop where he stayed more than eight years, before being offered a similar job in New Zealand.

He came to Auckland to start his new job about 15 years ago and then in 1968 Mr Sparrow and his family moved to Whangarei where he opened Diesel Injection and Sales Ltd.

Mr Sparrow has driven nearly every kind of vehicle imaginable including a real steam roller (coal fired), a 70 ton Foden heavy transporter and a D.U.K.W. amphibious troop carrier, not to mention his first motorcycle — a 1923 Douglas twin cylinder, two speed clutchless, belt driven model which he once rode at 60 m.p.h. down a hill.

One of Mr Sparrow's two sons, Jeffrey, a former N.Z. B.C. technician, is running Mid-Northern Services and Mr Sparrow came north from Whangarei four years ago to help in this business.



John Boote, Suzuki 500, leaving Bridge Corner during the Coleman's 500 Scratch Race, Porirua G.P. 1972. —Don Hopkins photo.

Rothman's Road Racing Championship Position

250cc (Up to Bay Park, January 2nd, 1973): W. Molloy (Hamilton) 20, T. Discombe (Hamilton) 20, D. Cosford (Wanganui) 8, W. Willing (Australia) 8, L. Love (Wanganui) 6, M. Sinclair (Christchurch) 4, G. Perry (Auckland) 4, K. Turner (Napier) 4, K. Wendt (Mt Maunganui) 4.

350cc (Up to N.Z. Junior TT, Pukekohe, January 6th, 1973): D. Wylie (Christchurch) 16, M. Sayle (Australia) 14, R. Waterer (Auckland) 10, R. Dumpleton (Auckland) 10, W. Molloy (Hamilton) 8, J. Landrebe (Dunedin) 8, G. Worsley (Wanganui) 7, R. Grant (U.S.A.) 6.

500cc (Up to Bay Park, January 2nd, 1973): R. Lett (Wanganui) 22, D. Wylie (Christchurch) 20, J. Boote (Christchurch) 12, G. Perry (Auckland) 8, W. Molloy (Hamilton) 8, R. Breingan (Gisborne) 5, R. Hannan (Australia) 4, K. Tinney (Wellington) 4, M. Steele (Australia) 4.



They're off — Ruapehu Desert Rally, December, 1972.

NEWSPAPER

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PROTECTIVE HELMETS FOR MOTOR CYCLISTS

Motorcyclists, power cyclists and pillion passengers travelling at more than 30 m.p.h. are required by law to wear approved protective helmets.

The New Zealand standard 1215:1969 specifies requirements for helmets for everyday use for motor cyclists on the roads. It specifies manufacturing requirements for the construction, weight, and finish of helmets and for the materials to be used for the shell and harness.

In issuing this standard the Standards Association of New Zealand has applied knowledge obtained from experience and from research carried out in the United Kingdom. Considerable experience has been gained in the use of protective helmets by road users, and in the testing of protective helmets by the British Standards Institution's testing authority.

The helmets specified in N.Z.S. 1215:1969 are intended to give a reasonable measure of protection to the ordinary motor cyclist on the roads, but not for high speed racing, helmets for which are covered by N.Z.S. 1214 (racing motor cyclists and N.Z.S. 1884 racing car drivers).

The protection given cannot be complete and the wearing of a helmet may not always prevent injury or death in severe accidents.

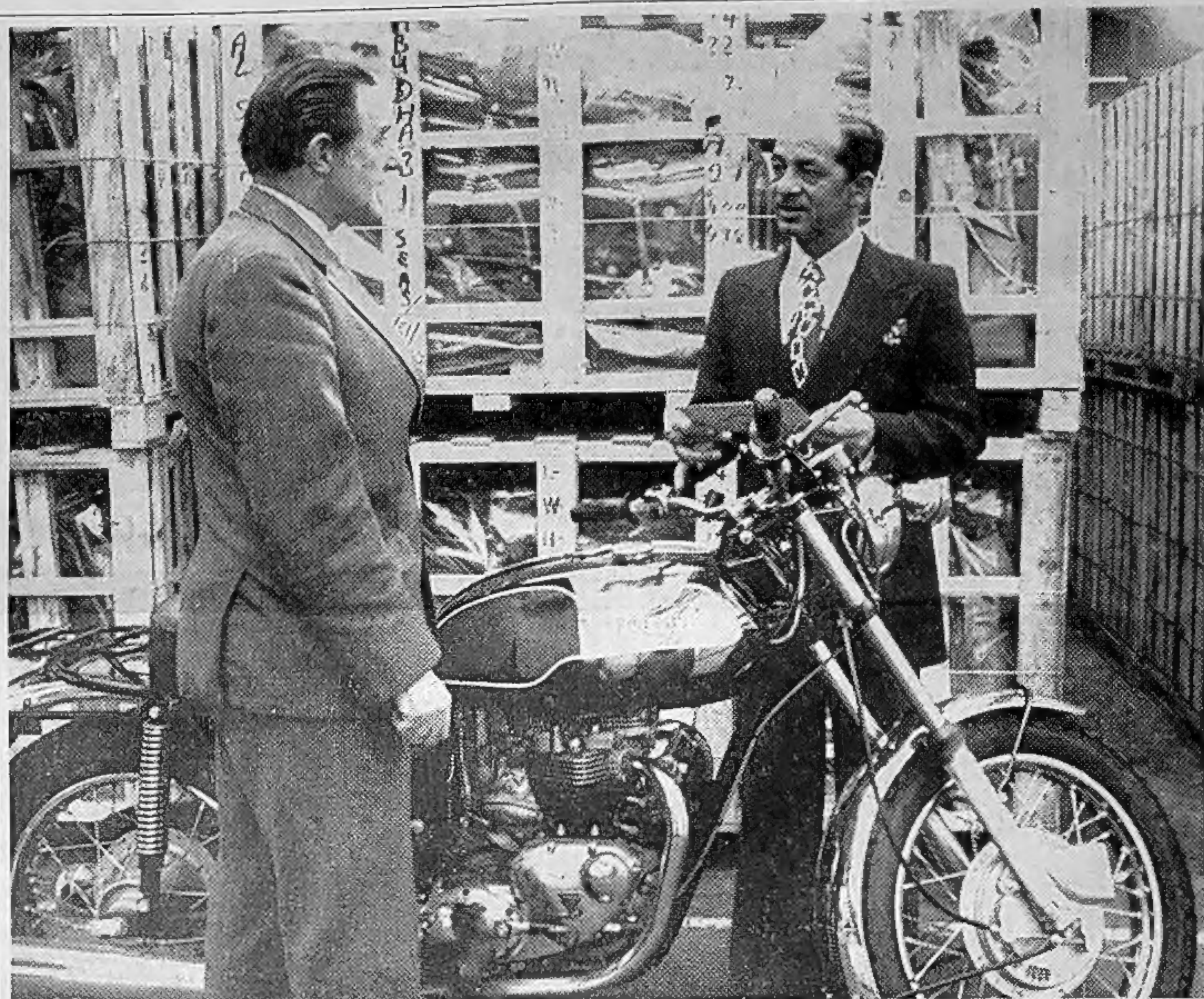
Furthermore motor cyclists and pillion riders using them should take good note that helmets are constructed in such a way that the energy of a severe blow is absorbed in the partial destruction of the shell or protective padding material or both. Although damage may not be visible to the eye any helmet suffering such an impact should be destroyed and re-

placed by a new one.

Manufacturers who wish the Standard Certification Mark to appear on their helmets must first have samples of their product tested under the supervision of the Standard Certification Council, supported by periodical inspections at the manufacturer's works, and testing at agreed intervals, by independent authorities. The Standard Mark is registered as a certification mark under the Trade Marks Act 1953, and can be used in terms of a licence issued by the Standards Association and in conjunction with the licence number and the relevant New Zealand number.

In no circumstances would a certificate of test inferring that a product complies with the Standard requirements be issued if full tests have not been carried out on the appropriate test apparatus of the N.Z. Standards Association. The N.Z.S. 1215:1969 has not been written bearing in mind all types of helmets that could be produced after its publication. Some new helmets can't be tested on the Standard's testing gear and do not therefore comply with this particular standard.

The Certification Mark has become a valuable criterion for users to assess the suitability of a helmet. A helmet legally bearing the Standard Certification Mark is an approved one.



More Triumphs For Abu Dhabi

Taking a last look at one of the Abu Dhabi machines, ready for packing at the Meriden plant, is Mr D. P. Sahi of distributors Salim Al Saman (right) with Ian Rush of Triumph's export department.

SUZUKI NEW ZEALAND MOTO-CROSS CHAMPIONSHIP

Previously the respective New Zealand, North and South Island Scramble Championships were in name only as they were applied for and allocated to various clubs. With the cost of travel and the meetings not being held in a circuit the winners at times had a very hollow title.

In an effort to upgrade the sport and create more spectator appeal the word scramble is out. To bring it into line with the word championships it will now be referred to as "MOTO-CROSS".

New Zealand is now divided into Four Zones, two in the North and two in the South Island. We here are in zone Four which is Taupo and north to North Cape. Riders may only compete in the zone in which they are resident for the initial heats.

Due to the recent upsurge of interest and the availability of the numerous Japanese and Continental two strokes, three grades of competitors will be catered for. The grading is on ability not capacity of the machine. All first year riders are "C" grade and the "B" and "A" according to your ability.

The zone four meeting is being held on Sunday 21st January at McLeods Farm, Papamoa. The circuit is signposted off State highway Two from the Papamoa School which is adjacent to "Papamoa Motors Garage", and the Welcome Bay Road.

Practice is at 11.00 a.m. and the first of the nine race programme is at 1.00 p.m. Entries are now closed and as all riders resident in this zone must compete at this meeting to be able to qualify to contest the Island Semi-Final at Wanganui on 25th February, some very keen and exciting racing is assured. At the Semi Final at Wanganui a recharge event for each grade is on the day's programme to enable any rider not qualifying

a last chance to contest the final at Hamilton on the 11th March.

Each rider here in Tauranga gets three starts for his grade and the highest points scorers qualify for the semi final.

The "A" grade heats here in Tauranga are sure to be full of excitement. Without going into detail of their past performances the line up includes Hugh Anderson from Ohinewai, Ross McLaren, Hamilton, Doug Johnson Putaruru, from Auckland, Allan Franklin, D. Naylor, from Kaikohe, N. Wratten, and from Tauranga we have Allan Collison, Peter Ploen and Robbie Dean.

All these riders have competed against each other here at previous meetings and with this prestige championship at stage; the final order in the totalling of the points as the races progress will be very interesting.

To "Percy Coleman Ltd" of Wanganui who have sponsored this series the gratitude of all must be expressed. It is the first time in New Zealand that any dealer has got behind the sport with tangible assistance. It is clear that now the first step has been taken that other importers and dealers will see their way to also assist the sport.

Sponsoring is a must. It is a means of advertising for the firm concerned and with the people interested in their wares that they are offering for sale. Prize money can be raised, riders can afford to travel more to events. Better fields will be seen and so the public interest must increase to the benefit of all.

Prototypes

All kinds of prototype bikes are being seen running around Los Angeles. So far they include 900, 950, 1000 and 1200cc Hondas with chain, shaft and automatic drive, an even an automatic 850 Guzzi.

USA Stunt Show Ironman Style

Lee Irons is a professional stuntman specialising in motorcycle stunts. He wheelies, he slides and rides in all positions, but there are two things he doesn't do — stunt jumps and break bones.

Lee has been going for a pair of shoes (they don't make coal shovels that size) and stands up at a cool 110 mph. Every man and his dog does wheelies these days so Lee just does them as a return run along the Grandstand straight between making the more unusual runs. The normal sitting-on-the-seat wheelie starts by him bringing up the front end at 15 mph and accelerating to about 95 before the run is over. The better looking standing-on-the-seat wheelie sees him pull it up at 35 in third and go up to 80.

Lee says the hardest stunt is backwards riding. There is no substitute for working up in speed and capacity and even now after four years of hard work he can only manage 80 mph because speed wobbles are an unsolvable problem.

Another variation on the "behind the bike" stunt is the one where he wears a special

Twin Discs

For '73 the Kawasaki 650 will be modernised with a twin disc front end.

Apart from the paint job most other things are unchanged in that the 624cc OHV motor still develops 53 bhp at 7,000 rpm with maximum torque at 5,500 rpm. The 473 pound bike is capable of 113 mph but now with much improved stopping.

Lee Irons has never attempted or will attempt the "do or die" stunt like Evel Knievel performs. Everything he does is after a great deal of practice with meticulous attention to safety and his success in combining the two (securing in danger) is to be admired more than the crazy "never risk a practice" U.S.A. stuntmen.

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Winning Sidecar Combination At London's Motor Cycle Show

The Wasp sidecar moto-cross machine, used by riders in the first seven places in the 1972 European Sidecar Moto-Cross Championships, was exhibited at the recent International Motor-Cycle and Cycle Show at London's Earls Court. Built to the de-

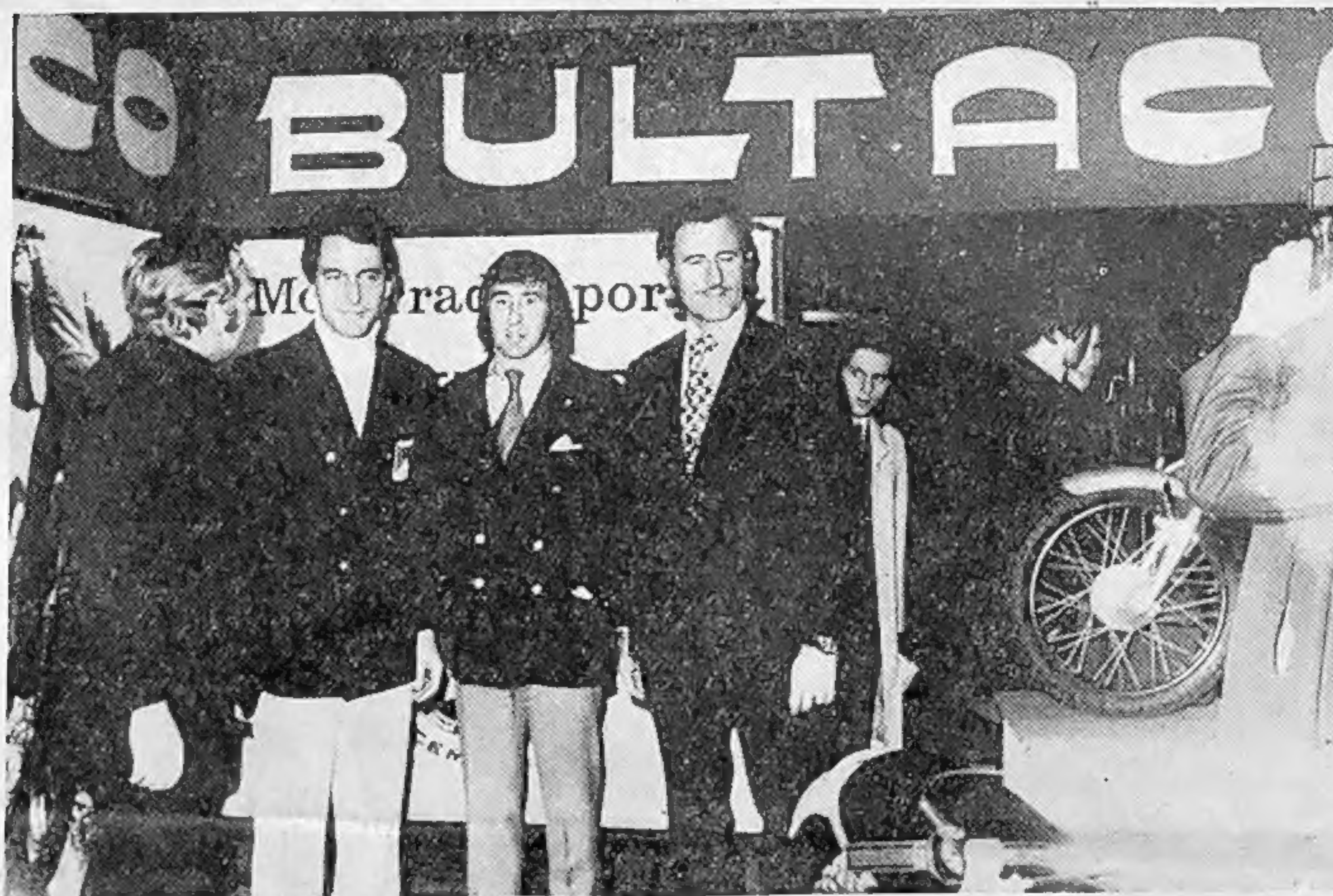
mands of top international riders it has frame, sidecar and front forks made from Reynolds 531 tubing; it is wider, the grab handle is higher, the mudguard has no seat, and it is eminently suit-

able for the sandy tracks found in Europe. The combination is based on the Norton Commando motor-bike that has the 750cc air-cooled four-stroke overhead valve vertical twin cylinder engine and a hydraulically operated disc brake on the front wheel.

Sales by Britain's cycle

and motor-cycle industry are expected to top £50,000,000 this year. Announcing this at the Motor Cycle and Cycle Show, manufacturers also said that during the first 8 months of this year exports of motor cycles were worth more than £13,000,000 and bicycles nearly £12,000,000. Wasp, Motor Cycles, South Newton, Salisbury, Wiltshire, England.

FAMOUS VISITORS



In the recently celebrated Jochen Rindt Racing Car Show in Vienna, the Bultaco stand was a meeting place for several famous drivers. Above see three drivers with a competition experience of thousands of miles. They are no less than the world ex-champions in Formula 1, Jackie Stewart and Graham Hill, together with the number one Spanish driver, Alex Soler-Roig.

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Sidecar (Up to Bay Park, January 2nd, 1973, one meeting result to come): G. Skilton 24, G. W. Reay 16, J. Lasenby 6, W. Wallace 6, F. Sollitt 4, D. Rohloff 3, M. Corbett 1.

The Honda Bug

The off-the-roadest Honda of them all will soon be available in New Zealand — adding one more model to the ever widening Honda range.

It's no ordinary motor cycle. In fact Honda can't make up their mind what to call it — dune buggy, trail bike, rock hound, beach-comber, snowmobile or water bug.

Technical specification includes dual range eight speed gearbox, centrifugal clutch and "kill engine" switch. Suspension system just isn't — the bumps disappear into the low pressure balloon tyres. Power comes from the conventional Honda four stroke ohc 90cc engine.

Experienced motor cyclists say that the bug is strictly an off the road machine and Honda make it clear that those huge balloon tyres are quite unsuitable for sealed roads. So the problem of deciding what to call the bug on the registration papers is never likely to arise.

On sand or through rivers and swamps, the Honda bug (or to be more precise the ATC-90) is unlikely to have many rivals. It even has an altitude compensator on the carburettor to allow it to operate at over 6000 ft without changing jets.

Note to motor cycle editors: Honda dealers are unlikely to have any examples of this machine for demonstration purposes until mid 1973 earliest. There are however likely to be one or two in Auckland — and one is being supplied on special order to Mr Davies of Duncan and Davies Ltd, nurserymen of New Plymouth. Mr Davies saw one in Tokyo.

Scottish

The Scottish Six Day Trials have received a record number of over 600 entries.

Yamaha

Sweden's brilliant 29 year old Ake Jonsson who took out the recent 500 MX series in America has left Maico and joined Yamaha.

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THE FIRST 10,000 MILE ROUND TRIP

"I just kept the sea on my right, the wheel pointed on highway one, a schedule of over 400 miles a day and the confidence that the bike would see me through in under a month."

Those were the words of Frank Wheeler after returning from his 10,000 mile epic trip around Australia on a 125 Hodaka.

Frank Wheeler is the first man to circumnavigate Australia on a motorcycle. His choice was not a 450 Enduro Husqvarna with a support vehicle but a stock standard 125 Wombat which when you consider it had to carry the 15 stone, 6 foot 6 inch rider and the 120 pounds of luggage is like a normal person attempting it on a SL70 Honda.

Missing only 7 days in the 30 day duration his daily timetable was: up at 8, check and load up bike, ride for 4 hours, stop for lunch and refuel, rest from the midday heat (when necessary) and then ride on till evening. Every day he did this averaging 430 miles.

His worst was 280 miles, his best was 575, the fuel consumption varied from 25 to 60 mpg, but the Hodaka never missed a beat.

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an anticlockwise direction, he soon passed through Sydney and Brisbane. Within a couple of days he realised the special (floatless) carburettor he was sponsored to use was not suitable so he refitted the standard unit.

He kept on the Pacific Highway till Cairns where the easy road finished and the hard work began. The terrain caused him to take a route which was due west to Normanton before a particularly tough 235 mile run to Mount Isa.

From there it was straight along the Barkly Highway before picking up the Alice Springs road to Darwin. Doubling back 220 miles to Katherine he enjoyed good roads before taking to the bush again to Wyndham.

150 DEGREES

On the run south from there he encountered 120 degree heat in the shade which meant 150 degrees actually on the bike.

Frank remembers his time in Fitzroy Crossing well for that north W.A. town had just 2 men, 6 nuns and 3 nurses there when he rode in. "I guess I got a little delayed there" he jokes "kinda lost a few days, but they were worth it."

Within 200 miles he was on the western coast and heading south. From the time he left Darwin to his arrival in Perth his Hodaka was the only motorcycle he saw.

BREAKAGES

By the time he reached the W.A. capital the standard carrier gave from the 80 pound load it had carried and he also had lost his fairing and side pannier tank.

Instead of shooting across to Kalgoorlie he kept to his route and rode through Augusta and Albany before leaving the Southern Ocean at Esperance to join up with the Eyre Highway for the Nullabor crossing. As Port Lincoln is not on highway one he went straight across to Port Augusta before heading south to Adelaide.

The ride through Mount Gambier and Warrnambool was comfortable highway and he rode into Melbourne on the 30th of December.

PUNCTURES

Mechanical events were nine punctures — all in the back and at night, a back wheel that had to be respoked (334 pound load remember), 2 rear tyres and one chain. The only break-

age was the exhaust mountings — they fractured. He did not touch the ignition points before 7,000 miles and relied on only a couple of plugs.

Reflecting on the trip Frank describes the flies as the hungriest he has ever encountered, the Nullabore as easy compared to the Northern Territory, and his water consumption (drinks) at 2 gallons a day. The animals caused him quite a worry, especially cows as the headlights do not pick them out. He actually hit one but fortunately no damage resulted. "That little incident" he remembers "made me realise how dangerous the trip was. If I'd hit that animal and was knocked in a ditch, no one would have found me and I could have perished."

DANGER

But the most dangerous thing throughout the trip, he claims was the Australian driver. "They're much worse than the flies and the biggest single hazard I have ever encountered. I guess it must be those crazy motor vehicle laws you have."

Praise For BSA's Speedway Engine Project

The British Speedway Promoters' Association have applauded development work which is being carried on by BSA Engineering Ltd with the aim of producing a British engine for speedway machines.

Last year the association chairman, Coventry promoter Charles Ochiltree, asked BSA to look into the possibilities and he is well pleased with the results to date.

"They have moved very speedily and are now at the stage where it should be possible to start track testing by early March", he said. "At that stage Coventry and international star Tony Lomas (formerly a Triumph tester) will be standing by".

Emphasising that their interest in the project was confined to the possible manufacture of power units, BSA Engineering have revealed that development work so far has necessitated building a complete machine — a fact which probably gave rise to rumours that they intended to produce speedway bikes.

"We are using engine production facilities and know-how, which already form an important part of BSA Engineering's capacity, with an existing engine as the basis of the project," said director and general manager Ken Strangward. "We have no intention of manufacturing frames or cycle parts for speedway machines — an area which is already well-served by many individuals and companies," he added.

The engine which is being used is the B50 four stroke Gold Star moto-cross unit. The developed version currently undergoing tests has a bore capacity of 84 x 90mm and 14:1 compression ratio. Piston, carburettor and electronic ignition system have all been specially developed for this project. The oiling system is a standard dry sump unit adapted from the Gold Star design.

Norton

It is rumoured that this year Norton will be using a short stroke 4 valve version of their engine in their 750 works racers.



The Norton Commando 'Interstate' At The London Motor Cycle Show

The 750cc Norton Commando "Interstate", Norton's most powerful road motorbike launched this year, was one of the principal exhibits at the recent International Motor Cycle and Cycle Show at London's Earls Court. Its parallel twin engine has an output of 65 bhp at 6,500 rpm and during recent track trials a Norton Villiers test driver achieved a 12.24 second standing start quarter mile (402m) and then record-

ed a maximum speed on the straight of 118.9 mph (191 kph). One of the most striking features of the "Interstate" is the Norton-Lockheed front brake. This 10.7 inch disc designed by Norton and the hydraulics designed by Lockheed is claimed to be the best combination yet in disc brakes. The "Interstate" has a four speed gearbox, a fuel capacity of 5½ gallons and a fuel consumption (driven hard) of 36 mpg.

Sales by Britain's cycle and motor-cycle industry are expected to top £50,000,000 this year. Announcing this at the Motor Cycle and Cycle Show, manufacturers also said that during the first 8 months of this year exports of motor cycles were worth more than £13,000,000 and bicycles nearly £12,000,000. Norton Villiers Ltd., Andover, Hampshire, England. F. W. Cave Ltd, P.O. Box 1685 Auckland.

REVOLUTION



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Castrol Super Two Stroke Oil for super two-stroke performance.

With America being in the middle of a Moto Cross boom it was inevitable that a "pukka" Moto Cross machine was not only desirable but also essential for Honda to keep up in the sales race.

The machine in question is the only one in Australia and is a pre-production prototype and from the quality of finish and attention to detail it is obvious that a lot of money and forethought has gone into this project.

With a wheelbase of 55 in. the frame is very similar in appearance to that of Suzuki and is formed in chrome molybdenum tubes painted black. Wheels are alloy with-out the dirt retaining rims (same as for the XL250). Tyres are Japanese Dunlops (3.00" x 31" front and 4.00"

x 18" rear). Front forks are also similar to those of the XL250, rear suspension is catered for with Honda's own design shockers which are unusual in that the bottom of the units retain the oil and have cooling fins around the exterior. There is a five way sprung adjustment also.

ALLOY

The fuel tank is a nicely shaped 1½ gallon polished alloy effort, the saddle is long and narrow with not much depth to it but seemed to do the job. Guards and air filter box are formed in plastic with the air cleaner panels doubling up as number plates. Handlebar levers, gear shift and rear brake pedals are alloy and a feature worth mentioning here is the ex-

HONDA PERFECTION

Last of the big Japanese manufacturers to enter Moto Cross, Honda have defied their previous traditions and have forgotten all about valves, overhead cams etc., to produce a very good looking compact two stroke 250cc Motor Cross machine with the model name of CR250M.

Honda is the world's largest producer of motorcycles and it is surprising that it has taken them so long to follow Yamaha, Kawasaki and Suzuki into the off-road market, the XL250 being their only serious effort to produce a trail bike from scratch but no moto cross model.

Extremely neat moulded rubber covers which fit over the clutch and brake levers to exclude dust from the cables. The rear brake is cable operated with the pedal on the

right side tucked away under the clutch housing out of harms way. The rear brake anchor arm is fixed to the rear fork which is contrary to normal practice but owing

to an under the frame expansion chamber there does not appear to have been any other alternative.

While speaking on the expansion chamber another point to mention is the vulnerability of the bolt on silencer which has been added to comply with United States' noise regulations. The silencer has protruding welded seams which fit snugly between the rear unit spring, should the muffler be knocked as there is only minimal clearance.

POWER

Finished in matt black the motor is narrow and compact. The alloy cylinder head is a typical splayed design to direct cooling air towards the NGK B9EV spark plug. The alloy barrel has a bore and stroke of 70mm x 64.4 mm is of a straight forward design developing a claimed 33 bhp at 7,500 rpm. The large Keihin concentric carburettor, is fitted with a choke and breathes through an oiled foam type filter. Total weight is just over 200 lbs. Electrics are conventional flywheel magneto and high tension coil.

Footrests are fabricated spring loaded folding steel with serrations for positive foot grip, they are very short but are good in use. Other points of note are the marks etched on the fork tubes for easy adjustment of fork height and the same idea for lining up the rear wheel. There is no ignition cut out button.

Once the engine fires up, a nippy exhaust note is very evident without any real difference showing up in the bike's performance when ridden with or without the muffler. Definitely a "pipey" motor I found it rather easy to ride as owing to a quick action throttle (¼ turn) and a close ratio five speed gearbox, all that is necessary is to hold the throttle against the stop and change gears. With the high rev band a rider has only two throttle speeds, stop and go, there

does not appear to be anything between.

PROGRESS

The riding position at first feels funny as the fuel tank, being small, is below the saddle level and a rider has nothing between himself and the handlebars other than the screw on alloy fuel cap which would stop his forward progress in more ways than one!

Acceleration is very good, the left side gear shift is the

SPECIFICATIONS

Engine: two stroke single. Capacity: 248cc. Bore and stroke: 70mm x 64.4mm. Compression ratio: 7.2:1. Carburation: 34mm Keihin. Ignition: flywheel magneto. Lubrication: 2:1 petrol oil mix. Maximum torque 24 ft lb at 6,500 rpm. Maximum power: 33 bhp at 7,500 rpm. Transmission: 5 speed gearbox. Internal ratios: 1st, 2.06:1; 2nd, 1.57:1; 3rd, 1.25:1; 4th, 1.04:1; 5th, 0.86:1; standard 1st gear overall, 23.75:1.

Cycle parts — frame: half double cradle. Suspension, front, 6½" movement double damped; rear, 4" movement 5 settings. Brakes: front, 6" s.l.s.; rear, 5½" s.l.s. Wheels, front, 21 x 3.00; rear, 18 x 4.00. Dimensions — Wheelbase: 55". Ground clearance 7½". Seat height: 31". Footpeg height: 12". Overall length: 81". Overall height: 43". Handlebar width: 33". Tank capacity: 1½ gallons. Weight (with one gallon): 228 pounds.

usual one down, four up arrangement, clutch action is very light, clutchless changes were normal when under way. The front forks work beautifully with no signs of topping, bottoming or oil leaks. The machine tracks into off camber corners under brakes without stepping out. The brakes are good and progressive in action without locking up the wheels. The Honda didn't like jumps, a point which I attribute to the rear suspension units which are typically too hard for our ground conditions.

LOCK-UP

A bad point which may not occur when the front number plate is affixed is the routing of the front brake cable — on full fork depression the cable is snagged on the top fork clamp locking the front brake full on with the obvious results.

As to how much money you'll have to mortgage your home for and as to when you can expect to get your new Honda we can't tell but it should not be too long. The Honda will be a very welcome challenger in the 250 class and is a really first class machine especially considering that it is a prototype and only needs the rear suspension sorted out. Honda must be very keen to wrest the World Title from Suzuki and once more lead the world as it did on the road race scene.

PETER DE GRAVES.

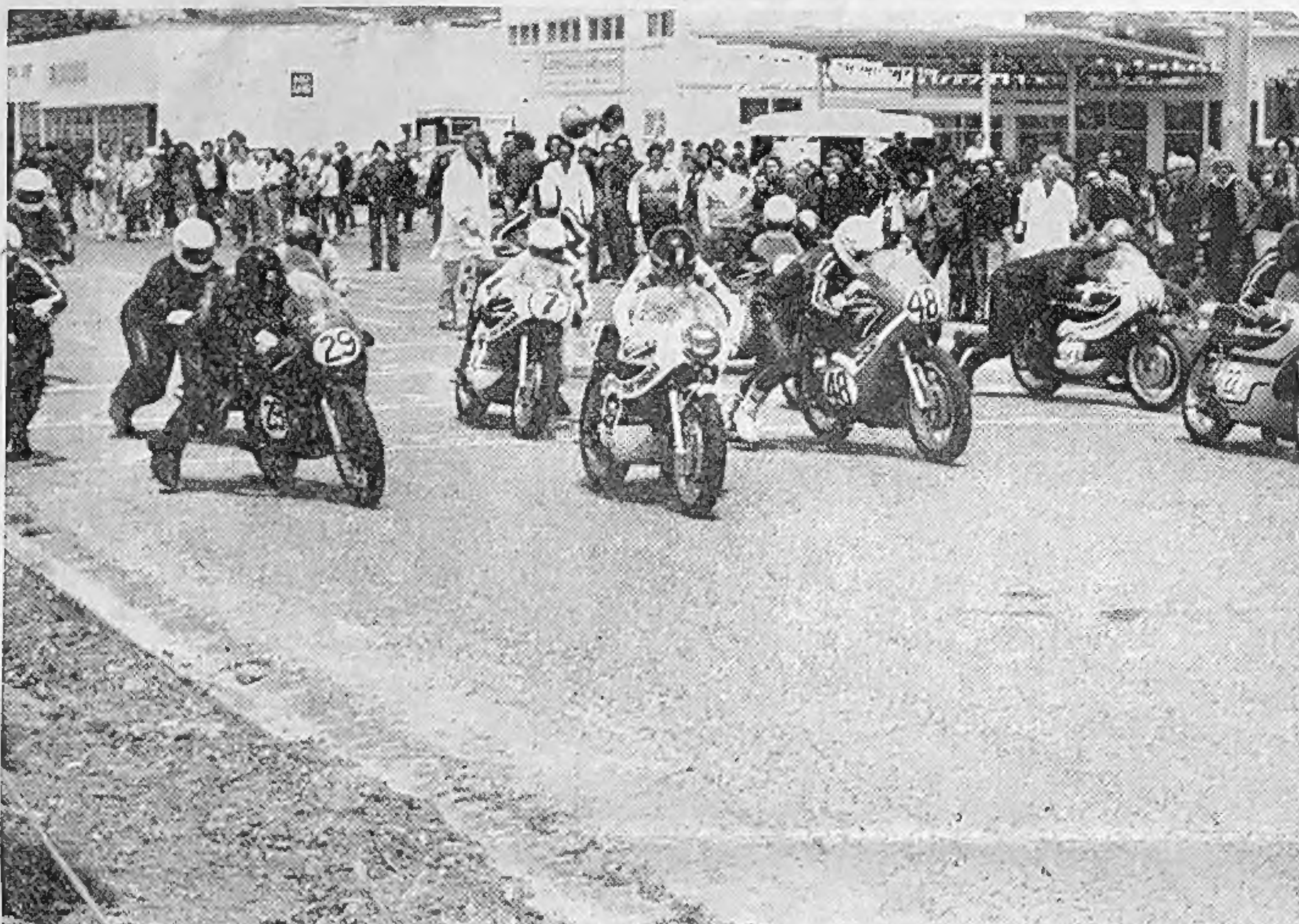
Triumph

Distributor Frank Mussett had his order for a works Triumph 750 racer refused at the last minute by the factory.

Carr

Cliff Carr, the American based U.K. rider who visited Australia late last year as a Kawasaki privateer is to join Kawasaki as an official works rider for the U.S.A. '73 season.

His team mates will be Yvon Du Hamel and Art Bauman.



Start of Porirua Auto Tyre Services 350cc Racing Class. Porirua G.P. 1972.

—Don Hopkins photo.

The FABULOUS

SCOOPED THE POOL ON SEPTEMBER 30 AT THE NEW ZEALAND MOTORCYCLE SENIOR T.T., PUKEKOHE, AND AT HAWKSURRY... USING

CASTROL SUPER 2-STROKE OIL

RACE 1: Group A Open Invitation (Cunningham Cup) — 1st G. Molloy, Kawasaki 500.

RACE 2: Standard Production Machines (Open Class) — 1st A. Collison, Kawasaki; 2nd C. Dickson, Kawasaki. Standard Production Machines (350 c.c.) — 1st G. Worsley, Kawasaki; 2nd B. Singleton, Kawasaki.

RACE 3: 39th N.Z. Senior Tourist Trophy — 1st G. Molloy, Kawasaki.

RACE 4: Group B Riders' Open Invitation (Hollingsworth Cup) — 1st G. Worsley, Kawasaki 350; 2nd L. Plummer, Kawasaki 500.

RACE 5: Castrol Classic Open Invitation — 1st G. Molloy, Kawasaki.

RACE 6: 1 Hour Production Machines T.T., Open Class (in record time) — 1st G. Molloy, Kawasaki; 2nd A. Collison, Kawasaki. 500 c.c. Class — 1st E. Bone, Kawasaki.

8th ANNUAL HAWKSURRY ROAD RACES

Four Production Machine Races all won by O. Golbraith on Kawasaki. Second and third places in all races filled by Woodley and Everitt also on Kawasakis.

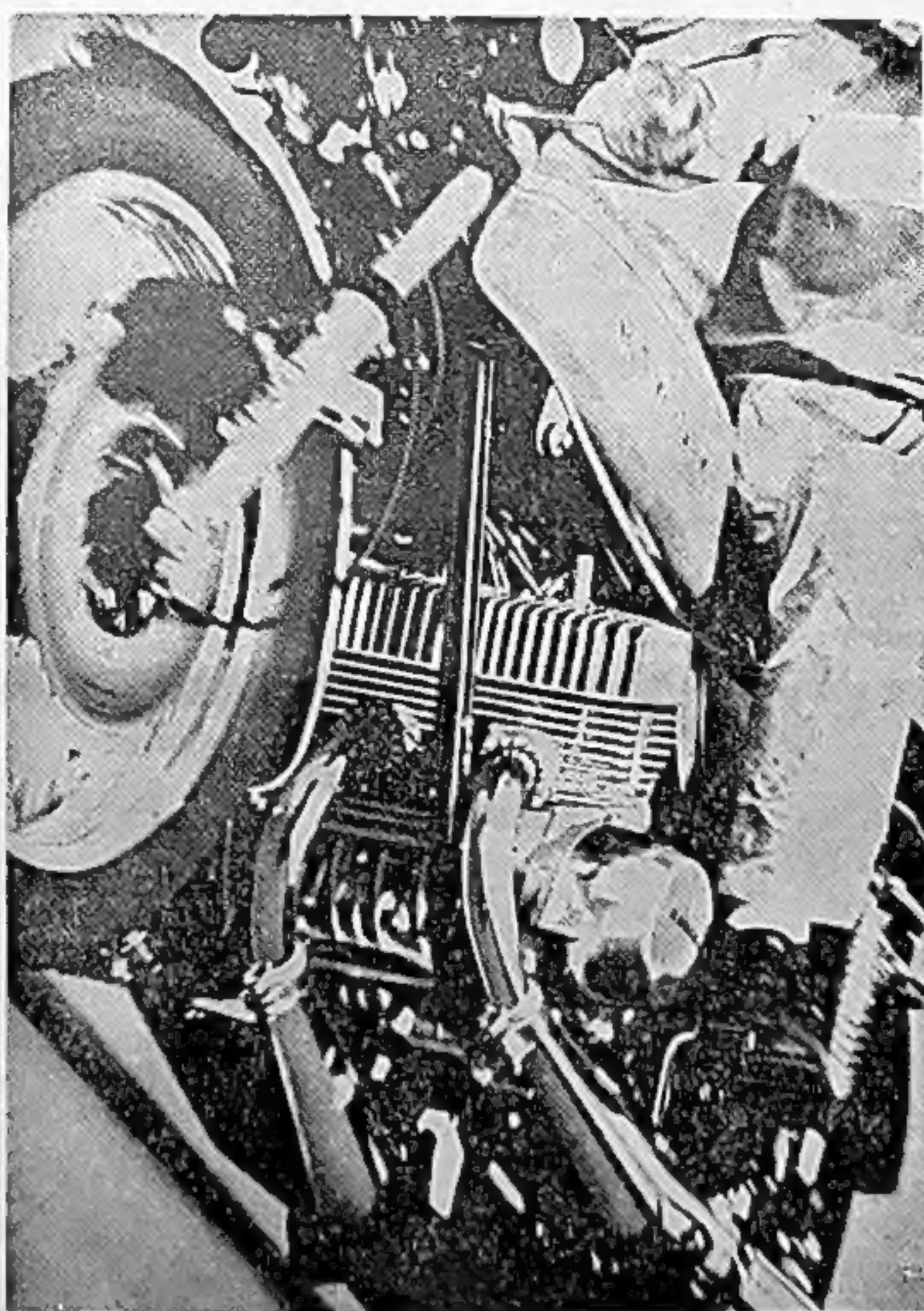
Kawasaki freely acknowledge a winning motorcycle needs a top lubricant. Kawasaki recommend the use of CASTROL SUPER 2 STROKE OIL.

NEW ZEALAND DISTRIBUTORS OF KAWASAKI—

LAURIE SUMMERS (WHOLESALE) LTD

55 UPPER QUEEN STREET, AUCKLAND.

Kawasaki



CALDER INTERNATIONAL

Breaking the lap record in the process, Ron Grant on the 100 bhp 750 Suzuki ran to three victories in the three big races at Calder, showing the Melbourne racegoers just how consistently fast he and the works bike can be.

But for Ron the victory began on the Thursday, before the race in practice. After a few warm-up laps to learn the circuit he came in to alter the gearing and then went out again to get down to the fast work. Within a dozen laps he was below the lap record and he came in and said to his mechanic "I should win on Sunday, around here the bike goes like a rocket." And go like a rocket it did in blowing off everyone except a spirited effort by Ginger Molloy.

On the local side, John Maher produced some brilliant stuff by downing Toombs in the 350 and beating Cliff Carr's 750 Kawasaki to the line on the last lap of the last Superbike race to take third behind Grant and Molloy.

As the earlier 350 A had shown that Maher, Toombs and Hindle could hold a lap time of 50 seconds when they came to the line for the first Superbike race the crowd expected the fastest 350s to have a good chance against the USA 750s. When the flag fell Emde made a good clutch start but that was the only time of the day he was towards the front. The big shock was Cliff Carr who went like a jet down the back straight only to fall off due to an oil patch in the esses.

After they had sorted themselves out on the first lap it was Grant ahead of Molloy, Blake, Maher, Hindle and Barrelli. Toombs had only a fair start and took a couple of laps to come into the picture. On the third lap Emde was in 18th spot and falling back.

Hindle began to challenge Molloy while Grant was setting the pace lapping at 50.1 seconds. As the race went on to the halfway mark Toombs went ahead of Hindle only to be repassed. By now the leading bunch was Grant, Molloy, Hindle, Toombs and Maher who had some distance over Atlee who in turn had some distance over Blake and Jones. The last few laps were rolled off with Maher taking Toombs and Jones taking Blake before the flag.

Suffering only a cracked fairing and a dented pride Cliff Carr came to the line for the second Superbike race determined to do well. But as with the first, Ron Grant just screwed on the throttle from the flag and went for a go-to-whoa win.

The real action came in the last Superbike event when Ginger Molloy threw out a determined challenge to put his lighter 750 ahead of the Suzuki. For lap after lap they fought it out with Grant showing he lacked nothing in skill despite braking and handling troubles. While the crowd was loving the battle for the lead John Maher was sounding out Cliff Carr for third place and on lap 7 tried to dive inside him at Motocraft only to run wide at Glowave allowing the faster Kawasaki to blast away down the straight. So John just sat it out behind Cliff letting the U.K. rider think he had got the better of him but all the time sizing up a second challenge.

As in the first two races Emde and Soh got nowhere and became slow obstacles that were being consistently lapped.

Hindle came through to the leaders on the 18th lap and he sat only a dozen seconds behind the battle for first and third places. On the 30th and last lap both Molloy and Maher delighted the crowd by making their final bids. Ginger closed at Repco and went ahead through Toyota only to be out-riden through Motocraft and not having the tremendous acceleration as Grant had to race to the line.

But for Maher it was a different story. He had been sizing up Carr for nearly 20 laps and made no mistake about it when he drew along side just before the esses and took the lead around Glowave finishing a brilliant second sandwiched between the very powerful 750 Kawasakis.

OTHERS

In the other races Toombs and Hindle had the best battle early in the day when they clashed in the third event, the 250 A. But after many wheel to wheel laps Ron just managed to take the chequered.

The 350 A saw John Maher in brilliant form. Though Clive Knight got away to a good start, Toombs and Maher went by in only a couple of laps and began their 10 lap long dice. Hindle went into third spot on lap four but could never catch the leaders. With only one lap to go John led Ron across the line only to have the New South Welshman take him at Repco. Along the back straight and into the braking for the esses, John fought back and was ahead at Glowave which he held to the line to take out the money.

Queenslander Greg Hansford threw out a near-successful challenge to the John and Billy Show in the 15-lap production race. As the younger brother led down the back straight Greg came between them and got stuck into John for the lead. Said John afterwards "I haven't had to work so hard in about a year," but luck was with the Peter Stevens Team Kawasaki as Hansford tried a bit too hard and took an excursion. Though he only lost a few seconds before getting going again it was enough for John and Bill to take out another 1-2 victory.

SIDECARS

After only making fourth place in the Junior sidecar race on his 500 Kawasaki, Lindsay Urquhart made no mistake about the Allpower race, the last on the programme. Though Dennis Skinner on the Honda was close for the first couple of laps, Lindsay pulled away and a fast Bob Levy on the 1000 Honda went by Skinner at half distance.

As the race wore on Urquhart went further and further ahead of Levy who in turn had a good lead over Skinner who was having trouble staying ahead of John Keogh. Back in a consistent race of his own for most of the event was Herb Lambie on the Imp powered outfit that finally finished a creditable fourth.

Coming out of the last corner Carr turned the power on a little too quick and took a spectacular fall that put the bike out for the rest of the day. This left the placings to be Grant 2nd, Kenny 3rd and Toombs 4th (He was plagued with gearbox troubles for most of the day in the G50). Hatton, who bowed out of the "fray for 2nd" on the 11th, led in Thomas for 5th.

Results:

Superbike Div. 1: R. Grant (Suzuki), G. Molloy (Kawasaki), B. Hindle (Yamaha), J. Maher (Yamaha), R.

Toombs (Yamaha), L. Atlee (Kawasaki).

Superbike Div. 2: R. Grant (Suzuki), J. Maher (Yamaha), B. Hindle (Yamaha), G. Molloy (Kawasaki), L. Atlee (Kawasaki), C. Carr (Kawasaki).

Superbike Div. 3: R. Grant (Suzuki), G. Molloy (Kawasaki), J. Maher (Yamaha), C. Carr (Kawasaki), B. Hindle (Yamaha), L. Atlee (Kawasaki).

250 A: R. Toombs (Yam), B. Hindle (Yam), P. Jones (Suz), L. Atlee (Yam), G. Osborne (Yam), R. Madden (Yam).

350 A: J. Maher (Yam), R. Toombs (Yam), B. Hindle (Yam), L. Atlee (Yam), G. McRitchie (Yam).

Production: J. Crawford (Kawa), B. Crawford (Kawa), G. Hansford (Kawa), R. Holt (Kawa).

All Powers Sidecar: L. Urquhart (Kawa), B. Levy (Honda), D. Skinner (Honda), H. Lambie (Imp), M. Zumppe (Honda), J. Keogh (Honda).

650 Sidecar: R. Young (Tri), B. Woods (Tri), B. Hamilton (Tri), L. Urquhart (Kawa), L. MacManus (Tri), M. Hooper (Tri).

All Powers B: K. Morath (Yam), R. Holt (Kawa), J. Foster (Honda), M. Engellenn (Kawa), D. Millington (Yam), G. Johnson (Kawa).

350 B: R. Garner (Yam), K. Morath (Yam), D. Millington (Yam), G. Caesar (Yam), E. Catton (Suz), P. Dougherty (Suz).

All Powers C: A. Smith (Kawa), G. Turner (Kawa), T. Kingston (Yam), C. Richardson (Kawa), G. Hill (Honda), A. Portway (Honda).

350 C: P. Clifton (Kawa), R. Conway (Suz), G. Brown (Yam), J. Vermeulen (Yam), J. Pope (Yam), C. Papworth (Suz).

Sheene

22 year old U.K. star, Barry Sheene will ride for Suzuki in Europe this year. The bikes will be 500 and 750s although he will make the occasional appearance on a 125.

Emde

Last year's Daytona winner Don Emde, will have a 750 Suzuki for the race this year. He will not be joining Suzuki for the season.

The New Rickman 125 Six Day Enduro At London's Motor Cycle Show



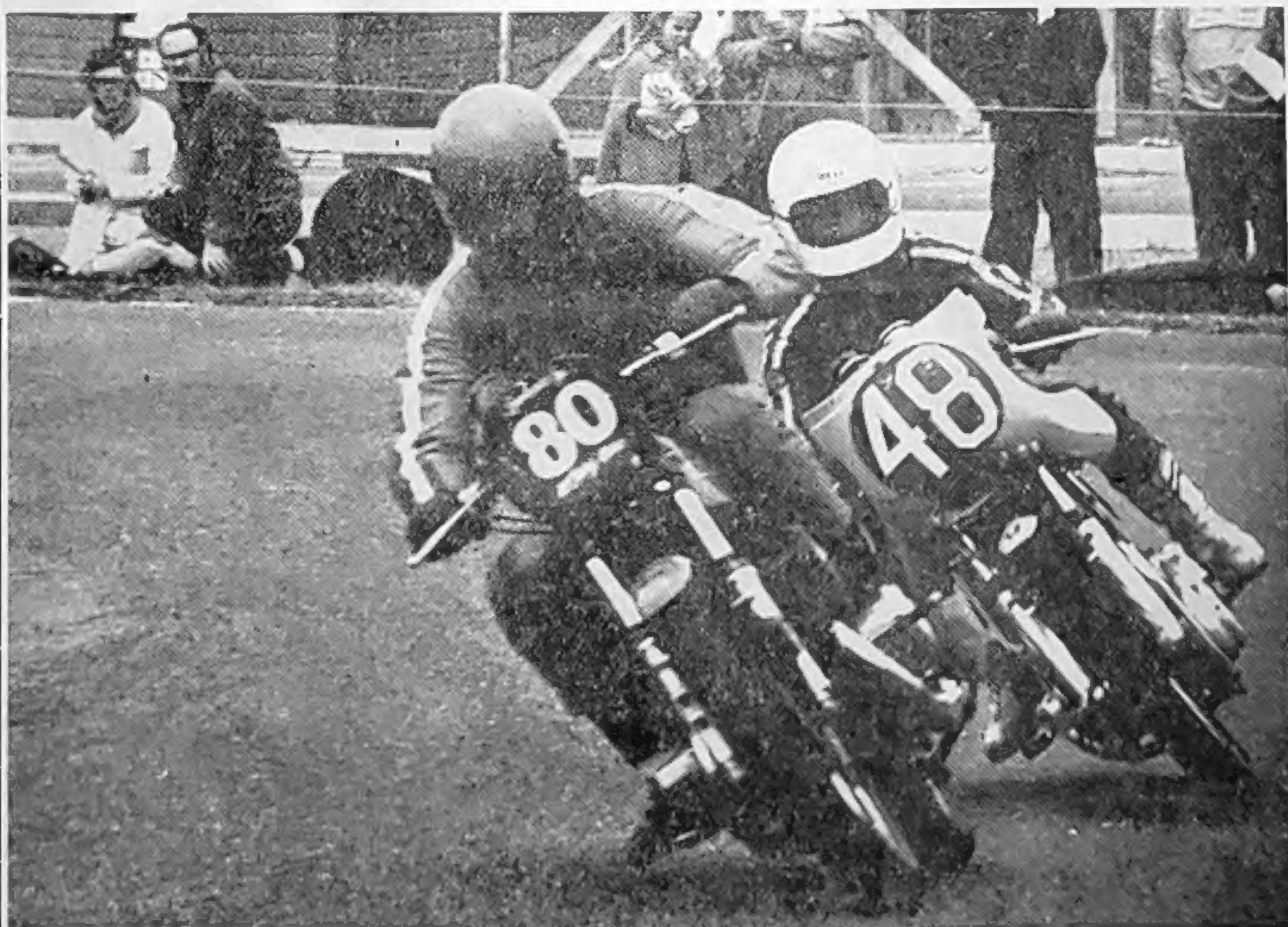
The 125 Six Day Enduro developed by Rickman Bros. (Engineering) Ltd. — Britain's largest manufacturers of speciality motorcycles — was introduced at the recent International Motor Cycle and Cycle Show at London's Earls Court.

The Enduro has a lightweight nickel-plated frame and the joints are hand welded. The air filter and carburettor are covered to prevent mud and water intrusion and

the cam adjusters are designed for easy and accurate chain adjustment. The brake has a new straight pull cable that is less prone to damage than a rod and the specially designed wheel rims inhibit the collection of mud — the difference between winning and losing in a closely-fought race. The one cylinder, 2-stroke engine has a displacement of 123cc giving more horsepower for improved performance and, as an add-

ed refinement, the seat doubles as a tool kit carrier.

Sales by Britain's cycle and motor-cycle industry are expected to top £50,000,000 this year. Announcing this at the Motor Cycle and Cycle Show, manufacturers also said that during the first 8 months of this year exports of motor cycles were worth more than £13,000,000 and bicycles nearly £12,000,000. Rickman Bros. (Engineering) Ltd, Stem Lane, New Milton, Hampshire, England.



Wyllie, Norton Commando 750, chasing J. Boote, McCleary Kawasaki 750, through Sawyers Bend during Kevin Bock Motor Cycles all in Production Race. (Porlrua G.P. 1972).

KEEN COMPETITION

Not many years ago the moto-cross world championship in the 250cc class was still a duel between a few works CZ and Husqvarna machines. Motor cycles of other makes were mostly left far below their standard. All that has been necessary was to get a CZ or Husqvarna and a good rider was not without a chance to win a good place in the world championship events. But with the Japanese makes joining the fray the situation changed rapidly. They built with big expenditure and great care two or three specimens of special motor cycles and in addition got the best riders in the world. Works moto-cross machines had become specials—employing materials (titanium) often that have very little in common with motor-cycling. Looking today into the enclosure of any of the world championship meetings for instance in the 500cc class, you would see that manufacturers are much more interested in motocross than perhaps in road racing. Suzuki, Yamaha, Husqvarna, Maico and CZ stables give their riders full support and other makes, including Honda, are busily preparing for next year. What is the present day situation in the manufacture and design of special moto-cross motor cycles and where is the development trend directed?

Small cylinder capacity. The modern tendency in the construction of fivehundreds until last year had been to take advantage of the permissible cylinder capacity limit and the two stroke threesixties derived originally from 250cc machines, were growing at all the makes gradually to 380, 400 or to 420cc. But now the interest of manufacturers is centred in the first place in machine weight, and everything has to be sacrificed to low weight, i.e. not only the capacity and engine power with it but sometimes even the strength and reliability of the cycle part. And so works machines with a capacity around 360cc appeared once more, now with extremely light crankshaft assembly. The condition of success of these motor cycles in the face of keen competition is good torque in dependence on engine speed and a modern carefully set carburetter. A novelty is the peritaneous endeavour to reduce the cylinder barrel and cylinder head weight. Not only outside dimensions are cut down, in the first place gaps between fins are diminished and sometimes unusual finning layout is being met with.

Five gear ratios. Primary drive of all modern moto-cross motor cycles is by gear train to a multi-plate clutch, which has found its definite place on the gearbox shaft. The gearboxes are as a rule two shaft, layshaft type with five ratios. The gearchange mechanism employs three selector forks, but the gearing system from the gear change pedal differs from the individual makes. A delicate spot of all moto-cross motor cycles is still the final drive by uncovered chain, but there has not yet been found another fitting solution-chain enclosure with rubber hoses like that of trials motor cycles is too heavy.

Extra light cycle part. Titanium is a metal of extraordinary properties in this respect. Extraordinary because of its weight, strength and on the other hand because of its price and complicated welding. Titanium had been introduced in moto-cross motor cycle construction back in 1966 by the British firm B.S.A., but its

use was discontinued because of the high cost. Today titanium and its alloys are currently used for the weight saving as compared to a steel frame is about 3 kg. Just as a point of interest—the price of a titanium frame equals that of a small motor car. No rider can buy such a motor cycle and such machine cannot be manufactured in series. Pivoted rear forks of some machines are also titanium or duralumin. But much attention is still paid to rigid location of the fork in the frame. Interesting is that fibre glass that used to be a very modern material for the construction of tanks, saddle frames and mudguards is now being displaced by light metal sheet. Wheels are equipped with relatively small brakes and they employ duralumin rims. In top class motor cycles the size of the rear tyres is being changed. The former 4.00 x 18 in. size exclusively used was in the last season gradually replaced by 4.50 or 4.60 x 18 in. size tyres. Revolution in tyres was caused this year by new Czechoslovak Barum 4.75 x 18 in. size tyres of very modern design and a quality far superior to that of other competitive tyres. This is borne out by the interest shown by the majority of the world's leading riders. The tread pattern of the new Barum moto-cross tyres is suitable for good grip both in muddy and hard ground and which is more they are relatively narrow and resilient in the walls.

So much about the design and construction of modern moto-cross motor cycles in top class execution entered by the individual manufacturers. In future a number of novelties may be expected, especially with a view to the new FIM regulations which applicable from next year introduce weight limits for moto-cross motor cycles in the individual capacity classes. The provision will prevent above all future production of extremely light, clearly underdimensioned motor cycles which, due to low cycle part strength signified danger to the safety of riders and thereby of spectators. And now in brief something about the individual moto-cross motor cycle models:

SUZUKI

The list of the world's best moto-cross motor cycles must begin with Suzuki, holder of the championship titles in the two capacity classes. The works Suzuki 250 model RH 72—actual displacement 246 cc—dia 70 x 64—has a claimed power output of 30 hp and 2.8 kpm torque; the bigger RN 72 version with 367cc displacement—dia 80 x 73 has a power output of 39hp and a 4 kpm torque. In comparison with the successful 1971 machines there are few outer changes. Advantage of the works Suzukis is their very low weight—84 and 90 kg according to the works information and the machines are in actual fact certainly not any heavier. Suzuki 250 and 400 production models are far behind the works machines with respect to weight, power and riding qualities. No private Suzuki has so far done any good in the world championship and even the best world riders with tuned production models did less than well in meetings in the U.S.

YAMAHA

Works moto-cross Yamahas are without doubt machines of a high standard, though they have not for the time being achieved top results, for they lack top class riders who would make the result. More interesting are the 500cc class machines

which with 351cc actual displacement rank with the fastest fivehundreds—especially on long starting straights. Technical data of the machines differ widely, but they will not be any worse than those of Suzuki.

HUSQVARNA

The make went through interesting development in moto-cross motor cycles of the bigger capacity class. The original three-sixties had been with great success reborn to become the Husqvarna 400 Cross, but the next increase in cylinder capacity last year to 450cc failed to bring the expected result and works riders gave preference to the well-proven fourhundreds. A novelty is this year's threesixty with wide use of titanium and other materials imported from the U.S. and with a new considerably diminished crankcase. The Husqvarna 250 is of similar basic design with the well-proven bore and stroke 69.5 x 64.5; but the gearbox is sixspeed.

MAICO

Maico works and production models differ in the first place in the special materials used for the works models to make them as light as possible; the basic engine and cycle part construction with good suspension is the same. The long stroke engine (dia 77 x 83) of 366cc displacement gives in the production version 43hp at 6400 rpm. Interesting is the unusual finning system of both the cylinder and head and the situation of the decompressor valve in the cylinder wall.

HONDA

Preparation of the Honda moto-cross motor cycle caused a sensation in the world motorcycling press, though the first reports from Japan do not speak of any revolutionary novelties. It is apparently a twofifty of orthodox cycle part and engine construction with 30hp power output. The weight is said to be 90 kg. Surprising is the fact that Honda who had been developing and manufacturing always exclusively four stroke engines should have constructed for moto-cross a two stroke engine.

AND THE OTHER MAKES

Of the Japanese manufacturers Kawasaki is entering the field of moto-cross competition, but their twofifty is not up to the mark with its

power. More interesting is the endeavour of the Austrian manufacturers KTM and Puch to keep pace with the world elite; KTM 250 machines proved to be fast, but they lack reliability for the time being. Spanish moto-cross motor cycles are readily available in production version in the world markets and have surprisingly favourable indicated parameters, Spanish works machines, however, failed to reach the world summit. The British are only recalling the past fame of BSA and Greeves—the best British riders ride nowadays foreign made machines.

That much about the competitors of the Czechoslovak CZ motor cycles, a leading make in the present day world production of motor cycles for moto-cross competition. As distinct from their competitors CZ works machines differ but in details from their production mates. It is only natural that with respect to power and weight they are superior, but the differences are not as marked. The use of expensive and rare materials is minimum as well, nevertheless they compete successfully with the motor cycles of the other makes, a fact demonstrated more than once last year for instance by Paul Friedrichs and the Soviet rider Kavinov. In their design even the works machines remain the world famous "CZs". The engines with 36hp for the 250cc and 45hp for the CZ 380 have just fan shape cylinder head finning and in individual alternative also lightened cylinder barrels, five and/or four speed gearboxes.

To conclude here is a remark about moto-cross production motor cycles. Of these there are quite large numbers, but as moto-cross models are also sold machines featuring perhaps moto-cross tyres, the name and no more. For the quality and technical standard of moto-cross motor cycles not only the world championship title is decisive, but also the number of motor cycles competing in world championship and in the championship of the individual countries. If then the Czechoslovak CZ had lost the championship title with the departure of its best riders who are now winning with machines of other makes, the number of riders competing with CZ machines making in some events up to half of the field speaks for all comments.

HONDA MINI MX

Honda are going for mini moto cross and they want everyone to know about it. Their bike, the XR75, is an out and out dirt racer and strictly for the kid who's serious.

Attractively finished in metallic grey with red lettering and stripes this new 75 is very much a good looker as well as a big performer.

This is the first four stroke to enter this class and as such creates much interest on how it will show up against the lighter more established two stroke mini moto crossers.

Intended for the advanced junior the XR75 is mainly for competition events and has a specification to back up that aim.

The bike is extremely solid and some of the parts (the brakes for example) are interchangeable with the full

SPECIFICATIONS

Engine: S.O.H.C. single. Capacity: 72cc. Bore and stroke: 47mm x 41.4mm. Compression ratio: 8.8:1. Ignition: direct flywheel magneto. Lubrication: 1 1/2 pint sump. Transmission: 4 speed gearbox. Internal ratios: 1st, 2.50:1; 2nd, 1.72:1; 3rd, 1.33:1; 4th, 1.04:1. Cycle parts Frame: pressed tubular backbone. Suspension: front, 4" movement, damped; rear, 5" load settings. Brakes: front, 4 1/2" s.l.s.; rear, 4 1/2" s.l.s. Wheels: front, 16 x 2.50; rear, 14 x 3.00. Dimensions—Wheelbase: 45". Ground clearance: 6 1/2". Seat height: 26". Footpeg height: 8" Overall length: 66". Overall height: 37". Handlebar width: 28". Tank capacity: 1 gallon. Weight (with 1/2 gallon): 149 pounds.

size 125 trail machine tested in this issue.

Up front is a 16 x 2.50 knobby with a powerful brake and controlled by an excellent set of forks. They are well sprung, sufficiently damped and very very strong. No lights are fitted so in place of a headlamp and speedo is a number plate.

The frame is of the type much used by Honda in that the main member is a backbone which is formed into a near tubular shape from sheet steel—it's cheaper that way. A single front tube is used that reaches down from the steering head to the front engine mountings. The swinging arm is well braced and like the rest of the bike—very solid. Rear tyre is 14 x 3.00.

A few odd fittings around the frame that deserve a mention are; the strong lower chain guide, the stiff chain guard and the all-metal footpegs do not have the usual rubbers which whilst being adequate for most leisure activities invariably lead to lack of grip with a MX boot when the going is hard, rough and there isn't time to think about keeping your feet on. They are made from steel strip bent around in a U section with the upper edge serrated for grip and have spring loaded swivel points.

No electrical system as such is fitted for the flywheel magneto on the left side of the engine is actuated by the turning of the motor with the kickstart lever and in conjunction with a coil up under the tank provides the sparks. This means starting is as simple as turning on the fuel, pulling up the choke lever and snapping down the kickstarter.

With a muffler, much the same as Honda have used on their trail bikes, the note is reasonably quiet but with a definite four stroke throaty snarl. The four gears shift well and in next to no time the engine settles down to a smooth reliable tickover that is also very quiet.

For those of you who have never ridden a four stroke before the main differences besides the added mechanical complexity of a camshaft and valves are: the complete lack of temperament (good reliability), the knowledge that the engine will probably last a long long time and "engine braking". What the last advantage means is that when the throttle is closed the engine then acts as a gentle brake on the rear wheel. This is a great help especially when travelling downhill but cannot be fully appreciated till experienced. Just to put the balance right the disadvantages are; a bit more to do when servicing, more to replace in an overhaul, more weight and fractionally less power than an equivalent size two stroke.



Phil Bretherton, Suzuki 125, passing John van Dooren, Yamaha 125, on his way to winning the Dunlop 125 Scratch Race, Porirua G.P. 1972. —Don Hopkins photo.

CLUB NEWS

HAWKE'S BAY M/C CLUB

P.O. Box 755, Hastings.
11th February: Scramble, Keruru. Organisers D. Watson and R. Tod.

18th February: N.Z. 350cc Min. T.T. Championship, Tuki Tuki. Please note this date. Entries to be posed to P.O. Box 755. No entry fee. Entries close 11th February.

28th February: Committee meeting, Mr W. Ross's residence.

4th March: Observed Trial, Mr Arnott's property, Maraekakaho. Organiser, Mr A. Brechley.

11th March: Scramble, Paki Paki. A new venue which is situated in Turamoi Road by Paki Paki school.

18th March: Scott Trial, Maraetotara.

25th March: Min. T.T. (N.M.R.C.), Tait's Farm, Bay View.

1st April: Trials School, Mr Arnott's property.

29th April: Castrol 2 Hour Scramble, Waipawa. Entry fee \$2.00 to P.O. Box 755. Entries close 21st April. Get in now for this big one.

HUTT VALLEY M/C CLUB

Secretary, Mrs F. Cultriss, P.O. Box 20189, Lower Hutt.

February 18: Grand Prix, Gracefield, Lower Hutt.

February 24: 1/2 mile Grass Speedway, A. & P. Show, Trentham Memorial Park.

April 16: N.Z. Scott Trial, Pauatahanui.

MANAWATU-ORION M/C CLUB

Sec.: Mrs M. Shirriffs, P.O. Box 491, Palmerston North.

17 February: Standing and Flying 1/2 mile, Cheltenham.

20 February: Club Meeting, A.A. Boardrooms, 7.45 p.m.

21 February: Night Trial.

25 February: Novice/Expert Trial.

3 March: N.Z. Open, 350 and 500 mile grass titles.

17 March: N.I. 350 and 500 Road Hill Climb titles.

20 March: Club Meeting, A.A. Boardrooms, 7.45 p.m.

25 March: Novice/Expert Trial.

7 April: Hillclimb, Hope-lands, Woodville.

14 & 15 April: Inter-club Trial (Wanganui & Manawatu).

17 April: Club Meeting, A.A. Boardrooms, 7.45 p.m.

6 May: Novice/Expert Trial.

15 May: Club Meeting, A.A. Boardrooms, 7.45 p.m.

26 & 27 May: Proposed Inter-club Sports Weekend, Pohangina.

2 & 3 June: B.S.A. Shield.

17 June: Little Bear Run.

19 June: Club Meeting, A.A. Boardrooms, 7.45 p.m.

1 July: Club Scramble Champs.

17 July: Club Meeting, A.A. Boardrooms, 7.45 p.m.

28 July: Annual Dinner & Presentation of Trophies, P.D.C. Wintergardens.

21 August: Club Meeting, A.A. Boardrooms, 7.45 p.m.

26 August: Novice/Expert Trial.

Club Trophies will be allocated to these events later.

TAURANGA M/C CLUB

Inc. 368 Cameron Rd, Tauranga

4th March: Road Trial. Departs the Strand Railway Station, Tauranga at 10.00. Riders reporting after 9.30. 5 point penalty.

23rd March: Scramble, at Kawerau, to raise funds for gymnasium and all riders welcome so please support a new club.

GISBORNE M/C SPORTS CLUB

Sec.: Mrs M. Graham, P.O. Box 827, Gisborne.

(Secretaries Please Note, all copy to be at Editorial Office by 25th of month prior to publication)

N.Z. AUTO CYCLE UNION

Inc. Phone 7734 Taumarunui (bus.); 8777 (priv.). P.O. Box 364, Taumarunui.

Just a reminder that the official address of the Union is: P.O. Box 364, Taumarunui. Phone 7734 (business hours). I do not mind calls on my private phone (8777), but callers must take "pot luck" on the possibility of an answer. If unsuccessful, try the office number, even if it is 10 p.m.

Union Officials: It may not be general knowledge that Mrs Cook continues her valued association with the Union as Treasurer, and as secretary of the Speedway Control Board. Any inquiries on matters relevant to Speedway should still be referred to Box 648, Hamilton.

Circular Colours: To aid the speedy identification of Union releases, the following colours of paper will be used: General circulars, Blue; Special notices, Gold; Returnable forms, Green; Registration lists, White; Executive only, White; and other colours will be used if the occasion arises. This colour system should aid club secretaries to at least not lose the forms which have to be returned to the Union office. The moral is "Complete all green forms and return to the Union office by due date."

Mail Delivery Period: The mail service to Taumarunui is as good as anywhere in New Zealand, and better than most places. The usual delivery period is two days from anywhere. It is not recommended that any South Island correspondents use airmail, as it is no faster than surface mail. North Island correspondents must not use airmail — it is slower.

Rothman's and A.C.U. Road Racing Championships: As a result of the change of races, the Wigram Airfield races did not carry Championship points. To compensate South Island riders for the loss of a meeting, the Union has granted Championship status to the Canterbury Auto Cycle Club's meeting at Ruapuna Park, Christchurch, on 11th February. Championship meetings still to be run are: January 28th, Southland Grand Prix, Tere-tonga Park, Invercargill; February 4th, South Canterbury Grand Prix, Levels Raceway, Timaru; February 11th, Ruapuna Park, Christchurch; February 18th, Wellington Grand Prix, Gracefield, Lower Hutt; March 17th, Auckland Provincial Meeting (250cc only); April 22nd, N.Z. Grand Prix, Ruapuna Park, Christchurch. A separate circular gives the up to date points position down to the first ten riders in each class.

New Championship: As a result of the Union being unsuccessful in obtaining a sponsor for the Miniature TT championships, the old style capacity championships were reverted to. However, there has been considerable demand for a Miniature TT championship along similar lines to the Suzuki New Zealand Moto Cross Championships, and the Union has given the Hamilton Motor Cycle Club permission to run the New Zealand A, B and C Grade Miniature TT Championship. The meeting will be held on Saturday 10th March, about two miles on the Paeroa road from Te Aroha, and post entries will be accepted. Grading will be done on the day, and will not necessarily result in Moto Cross gradings being used.

Championship Applications: A schedule of championships is enclosed. Applications close on Friday, March 2nd, 1973, and applications post-marked after that date will not be considered.

Unauthorised Meetings: There have been several instances of licensed competitors competing in unauthorised motor cycle meetings, farm bike scrambles run by Show Committees, Young Farmers Clubs etc. Riders lead themselves liable to suspension if instances of unauthorised competition are reported to the Union, and no reasonable explanation is provided.

Club Newsletters: The Union likes to be well informed. It will be appreciated if Clubs producing newsletters forward a copy to the Union office and a copy to the President.

Next Executive Meeting: The next executive meeting will be held in Hamilton over the weekend of 9th, 10th and 11th March 1973. All items for the agenda must be in the Union office not later than Wednesday 7th March.

COMING EVENTS

February

Sat., 17th: Beach Meeting (non title), Auckland M/C Club.

Sun., 18th: N.Z. Lightweight — Sidecar — Production Championship and Wellington M/Cycle Grand Prix, Hutt Valley M/C Club.

Sat., 24th: North Island 1/2 Mile Grass Speedway, Non-Speedway and Sidecar Championship, Hutt Valley M/C Club.

Sun., 25th: North Island Semi-Final N.Z. Scramble Championship, Wanganui.

March

Sun., 11th: N.Z. Scramble Championship Final, Hamilton.

Sat., 31st: Beach Meeting (non title), Auckland M/C Club.

April

Sat., 21st: N.Z. Grand Prix (all classes).

Sun., 22nd: N.Z. Grand Prix (all classes).

Mon., 23rd: N.Z. Grand Prix (all classes), Canterbury Auto Cycle Club.

NAPIER M/C RACING CLUB

P.O. Box 510, Napier.

25th February: Gymkana, Moto-ball etc., Brookfields.

10th March: Te Onepu Hill Climb.

25th March: Mini T.T., Tait's Farm, Bay View.

OTAGO M/C CLUB

P.O. Box 1160, Dunedin.

Sunday 18th February: S.I. Gold Star Scramble at Sinclairs Farm, Waiholo. Entry forms now available.

Sunday 25th February: N.Z. 1/2 mile Grass Championships — run in 3 classes at Tahuna Park.

3rd, 4th March: Weekend Trail Ride — more details later.

Sunday 11th March: Min. T.T. Grass Track — Graingers Farm, Maungatua.

Sunday 18th March: One hour duration scramble to be held at Cuttens Farm, Momona.

Saturday 24th March: N.Z. 1/2 mile Sprint Championships, School Road, Mosgiel.

WHANGAREI M/C CLUB

P.O. Box 130, Kaikohe.

Saturday 27th January: Min. T.T. Sandy Bay, 12.30 p.m.

Sunday 28th January: 1/2 mile Sprint, Waipu end old main road in conjunction with Car Club, 11 a.m.

Sunday 18th February: Min. T.T., Poroti, 12.30 p.m.

Wednesday 21st February: Club Night, Clubrooms, Bank Street, 7.45 p.m.

WAIRARAPA M/C CLUB

P.O. Box 205, Masterton.

NORTH TARANAKI M/C CLUB

P.O. Box 510, N. Plymouth.

OTOROHANGA M/C CLUB

Secs Mr T. Jones, 63 Awakino Road, Te Kuiti.

MOTOR MARKET

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Wanted To Buy

WANTED — AJS 7R, G50 Matchless, Norton Manx, in fact any model road racer considered. Enthusiast requires a number of these for restoration purposes. Top prices paid. Cash on the spot. Inspect anywhere. All replies answered. Write giving details to "Motor Cycles", C/- N.Z. Motor Cycle News, P.O. Box 1712, Palmerston North.

Personal

WANTED — Information leading to recovery of 1971 black Norton Commando. Registration 866TW. Left hand exhaust pipe welded in two places. Reward \$50. Contact police.

SPEED ATTEMPT

At dawn on January 27th, Brian Hindle, Brian Collins and Bob Sharpe will attempt to smash speed records on Lake Lefroy, Western Australia. Between them they have spent \$15,000 on this venture and their one Triumph and seven Yamahas.

The Triumph is by far the most spectacular looking of all the bikes. It was originally the twin 650 engine dragster built by Peter Allen in England. Bob Sharpe has now built it into a 10 foot long streamliner with a huge tail fin. Each motor has titanium connecting rods, fuel injection and a compression of 18:1 which runs on nitromethane fuel. He will need a run up of over 2 1/2 miles to reach 200 mph.

Though Bob is confident of success (but has built a safety hatch for 100 mph plus escape) the builder Peter Allen doubts very much whether the bike can reach such a speed. "When I saw it recently" Pete explained "there were hardly any modifications to the frame and steering and I sold the thing because the handling was definitely dangerous at over 150 mph."

A standard RD250 Yamaha will be used in an attempt to break the 24 hour endurance record, recently set in Tasmania and a racing Yamaha will attack Jack Forrest's 1957 record of 149.07 mph.

Yamaha 750/4

News from America is that Yamaha's new racing manager (Kel Carruthers) submitted the 750 4 cylinder racing two stroke to the AMA for approval for the '73 season and it was passed.

Moore

Twice world champion Ronnie Moore is to retire. He is to open a Kawasaki agency in Christchurch with scrambler Graeme Stapleton.

RUAPEHU M/C CLUB

Sec.: Clive Bentley, 46 Swan St., Taihape. Phone 305.

SOUTH CANTERBURY M/C CLUB

Sec.: Mr M. Hill, P.O. Box 451, Timaru.

WHAKATANE M/C CLUB

Sec.: Mr L. Costar, 54 Riverside Dve, Whakatane.

WANGANUI M/C CLUB

Sec: Don Cosford. Phone 36-854

SOUTHLAND M/C CLUB

P.O. Box 386, Invercargill.

For Sale

BULTACO SHERPA 1972, Campera kit. 2nd N.Z. Champs, ex Paul Symons. A sought after model for only \$925. H.B. Motor Cycles Ltd. Phone 54-205, Napier.

KAWASAKI 750cc Barrells ported to H2R specs. 3 35mm carbs. H2 fibre-glass seat, tank and fairing. All cheap. 10 Alexander Street, Christchurch.

RACEKNITTED Honda CB77 bored to 350cc, CB350 carbs. Full race kit. Ample spares etc. Very competitive machine for beginner. \$800 o.n.o. Further details Bruce Chan, Box 24-153 Royal Oak, or Phone 602-277, or 656-134 Auckland.

YAMAHA TD1B. Ready to race. \$750 or swap road bike. Write G. L. Coughlan, Sec 3, R.D. 1, Pokeno.

YAMAHA TD2 with spares and sprockets. \$1650. Phone 66-533, or write 10 Alexander St., Christchurch.

TOMMY McCLEARY RACING LEATHERS

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"The Suzuki Centre"

Scooter, Motor Cycle & Moped Services Ltd. 39 Manchester Street, Christchurch. Phone 30-066 L.M.V.D.

Waipawa Win For Honda XL250

Honda's new dual purpose machine — the XL250 — has already won its first endurance scramble at the recent Hawke's Bay Motorcycle Club meeting at Waipawa.

The bike only arrived in New Zealand just before Christmas and Dave Beere of Napier rode the Honda into first position in the one hour event covering forty laps on a scorching hot day against competition from 15 other machines — most of which were special scramble bikes.

Dave Beere found that although the Honda did not have the power of the specialist machines, the sheer reliability of the four valve four stroke engine pulled him through to first place. "The engine never stopped," said Mr Beere, who is a partner in a Napier motorcycle firm, Hawke's Bay Motorcycles Ltd.

Later this year Mr Beere's firm plan to sponsor Paul Symons of Napier on the first ever Honda two stroke — the CR250M. Paul, who gained second place at Waipawa, was runner up in the last New Zealand Trials Championship and on this specially designed motocross machine from the world's largest motor cycle manufacturer, he is likely to be a strong competitor in motocross events in the 1975 season.

First shipment of CR250M bikes is due in March. However the more conventional Honda four stroke four valve single cylinder XL250 — which is equally suitable for road use — is obviously going to be a popular bike in endurance scrambles.

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Suzuki TR250

One of our own machines. Has been a very fast and reliable consistent place winner. Just been completely rebuilt regardless of cost. P.E.I. ignition, large bore carbs. Must sell at this price, \$1350. Trade car or motor cycle. Terms if necessary.

"The Suzuki Centre"

Scooter, Motor Cycle & Moped Services Ltd. (Tommy McCleary Jr.) 39 Manchester Street, Christchurch. Phone 30-066 L.M.V.D.

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